





### Today's Advertisements.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"THALES."  
Captain Balthus, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 5th May, 1898. [602]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN."  
Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 5th May, 1898. [603]

**HAMBURG AMERICA LINE.**  
(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.  
(Taking Cargo at through rate to AMSTERDAM, LONDON, C. P. RTO, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.)  
THE Company's Steamship

"AMALUSIA."  
Captain Schürer, will be despatched for the above Ports on TUESDAY, the 10th instant, at 4 P.M., instead of as previously advertised.

For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 5th May, 1898. [606]

### Intimations.

**DAKIN, CRICKSHANK & COMPANY,**  
VICTORIA DISPENSARY,  
HONGKONG.

**AERATED WATERS.**

**SIMPLE AERATED WATER.**  
**SODA WATER.**  
**LEMONADE.**  
**GINGER ALE.**  
**SARSAPARILLA.**  
**RASPBERRYADE, &c.**

**DAKIN, CRICKSHANK & Co.'s WATERS** are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.  
Special terms to Hotels, Clubs, Messes and other Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 1st March, 1897. [30]

### TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

### WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

**PRICE LISTS**, with Full Details, to be had on Application.

**PORT** after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY**—Excellent Dinner and After Dinner. Wines of very superior Vintages. All are from Xmas Wines.

**CLARET**—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

**BRANDY**—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY**—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "X" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

**A. S. WATSON & CO., LD.**  
THE HONGKONG DISPENSARY.  
Hongkong, 5th December, 1897. [7]

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always be open to the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

### TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as to be ready for the early publication of the paper.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until otherwise instructed.  
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it therefore has the best medium for Advertising. Terms and conditions of insertion are given in the Hongkong Telegraph, and in the Telephone Directory, Exchange in No. 1. Telephone address—"Telegraph," Hongkong.

### DEATH.

Sister GERTRUDE (Emma Gertrude Ireland) died at the Government Civil Hospital, Hongkong, this morning, May 5th, at 8.30, of Plague. [601]

## The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 5, 1898.

### NOTES AND COMMENTS.

There is no news of the Spanish-American war. But there is news of another war, another disastrous defeat, and a victory which calls for none of the congratulations which the American victory earned so well. This other war is the war of pestilence against humanity; the defeat is the defeat of science, the killing of our very best and noblest, the crushing of the sweetest and dearest and most valued lives. The victory is won by the allied forces of filth, ignorance, officialism, obstructionism, public parsimony, hesitancy, and neglect. The press has been requested to be cautious in mentioning this sudden outbreak of the pneumatic form of plague, because if the truth were known there would be a panic. Shall we suppress the truth and deny the danger? Shall we pooh-pooh the thing that is murdering us? Shall we continue to connive at hoodwinking the people, shall we tell them into a comfortable belief in security while we know they too may be struck down any moment? Shall we lure them to their doom, "to avoid alarm," because the precautions have been so neglected that the very fiercest form of disease is now rife in our midst? This plague pneumonia is the very worst form known. Let all understand that, and let them have a chance to know what danger they are in. Let the scare come; it is high time, and there is sore need.

A writer in the *Porter*, a small Portuguese periodical published in Hongkong, goes to the trouble of pulling to pieces the lecture lately delivered by Mr. J. J. FRANCIS, Q.C., on *VASCO DA GAMA*. That was only to be expected; the British like to recognise merit, where there is any, and if they try to give foreigners too much attention they are bound to be abused for our pains. It is all the thanks they get for giving a free advertisement to a nation that used to produce great men.

There are no *VASCO DA GAMAS* in Portugal nowadays, any more than there are *PIZZAROS* in Spain, or *CAESARS* in Italy, or *ALEXANDERS* in Greece. But there are, among the modern Portuguese, persons whose existence is a sufficient explanation of the decline of Portugal. The writer in the *Porter* seizes on several cases of what he calls historical inaccuracies in the lecture, and makes much of them. Perhaps they are inaccuracies, and perhaps not; but the correction could have been courteously worded, in recognition of the fact that the lecture was a spontaneous tribute of praise to a great Portuguese, by a foreigner.

The writer in the *Porter* takes special pains to exhibit spleen at the remark that "from the foundation of the Lusitanian kingdom, Portugal and England have always been inseparable friends, to this day." He gets very excited about this. Metaphorically, he tears his hair, splutters, dances a war-dance, and gets red in the face.

A fine fable this, that despoiled us of our possessions, never helped us in our fight for liberty, and in reprisals against an enemy injured us even more than the enemy did!

And there is much more in this strain. It is very absurd, of course. We never despoiled anybody of any possessions unless we were attacked first; and most of the Portuguese colonies were not taken by us. Brazil and other South American colonies left Portugal for the same reason that the United States (but never another colony after that) left us; namely, for the reason that the Home Government was unbearable. Spain and Portugal made themselves unbearable to their colonies, not once but always; and it is a sneaking subtlety to blame the wrong people for the loss of territory. The Cape Colony was taken not from Portugal, but from the Dutch; and so with most of the old Portuguese settlements which are now British. And we have been kind to the Portuguese themselves; else why are there more Portuguese in Hongkong than in Macao, more in the Straits Settlements than in Timor, more in Ceylon than in Mozambique? They find they get on better under our rule than under their own. Is this unkind?

The British have been unkind to the Filipinos and many others, in letting rich territories remain under the domination of people who do not know how to make their rule acceptable or beneficial. British

rule was intolerable to British colonists once; our own New Englanders taught us a lesson, which has since profited us so greatly that we can afford to thank them sincerely for it, and though the price was high we do not grudge it. Portugal has had the same lesson, and refused to learn and profit by it. So she has lost a mighty empire, which should now have been as much to her as ours to us. Most of the great Portuguese colonies are now republics.

It is the same with Spain. Her regime has been so distasteful that she lost all her possessions in the American continent, and now she is losing her last belongings, the islands of the East and West Indies, solely because she does not make her rule acceptable. Cuba will probably become a republic like Hayti, or perhaps like Hawaii, with large Yankee influences at work. The Philippines are less easily disposed of. They cannot take care of themselves; it would be a shame to let them revert to Spain; and it is difficult to decide on their absorption by another Power. The United States would probably prefer not to be bothered with them, for several potent and patent reasons. Great Britain is the Power usually suggested in such cases—a sort of professional reconstructor of unsuccessful colonies; but there are jealous Powers in Europe, and Great Britain is always over-considerate of their feelings. The best solution we can see is that the Philippines should be taken over by an International Chartered Company, which could raise capital enough to purchase the islands and so pay off the war indemnity which the United States will claim from Spain; and the Company could manage the islands on a commercial basis.

Meantime, we would like to have the candid opinion of our esteemed Manila reader who wrote lately protesting against our pessimistic view of the Philippine Mining Company's prospects. The new venture was to take over a concession near Cebu; Cebu is in rebellion and had to be bombarded by Spanish forces. If the United States acquire the islands, well and good. But intending investors would be rash to put money into the concern just now. Our correspondent asserted that Spanish rule was liberal and favourable to enterprise. Well, what price Luzon Sugars?

The Powers of Europe are not displaying any feverish haste about coming to Spain's rescue. But it is not inconceivable that they might yet take a hand. Spain could offer one of the islands (if she has any now) to some of the land-hungry Powers, and if the inducement was good enough the pretext for interference would be easily found. Reuter's telegram, which we published a few days ago, revealed a deplorable state of unpreparedness in the United States Army; and the Navy is not what it might be. In any such case, we feel sure public opinion in England would compel the British Government to take action. We do not fall on the necks of our American cousins and kiss them (not the male cousins at any rate) as do some allied nations; we have no written alliance. But the unwritten law is the strongest, the unwritten bond is the surest. English, Scotch, Irish, Australians, Canadians, Anglo-Indians, Afrikanders, and the rest of our family, often affect to despise and dislike each other, and sometimes "rage furiously together," until some alien nation threatens; then, the clan gathers together, and some of the finest deeds in defence of the empire are done by men of the apparently most dissimilar "Emerald Isle." So, Yankees and Brits quarrel heartily, until the time for union arises. The British Empire is held together by a Constitution which does not exist, if written documents are essential to the existence of a bond; for it has never been written. It is well understood, it is a mighty constitution, but it is not on paper. So, the federation of the Anglo-Saxon race is unwritten, and when men tried to write it they failed. It is the more potent because it enforces itself without pen and ink. Paper agreements are made to be torn up; who can tear up the laws of nature?

The American nation asks nothing of the British, and we ask nothing of them. They can take care of themselves, and do not wish to be patronised. We also are not addicted to begging favours. But there are principles to fight for, to unite for, to uphold against the world; principles of liberty and justice, which the Angles and Saxons cherished in the ages of savagery. Men and brothers may hate each other, but must be on the same side if their principles are the same. So, when the Americans drop their favourite pastime of "twisting the lion's tail" and engage in a serious struggle for the principles which we profess, what are we to do? The reply is soon given. As long as we need not do anything, we do nothing. When need arises, the answer will not be in words.

### TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

**THE TRANSFER OF WEI-HAI-WEI TO GREAT BRITAIN.**

TIENTSIN, May 4th.  
The British Minister has gone to Chefoo. It is believed here that he intends to go with the fleet to Wei-hai-wai for the ceremony of hauling down the Japanese flag and raising the British flag (on the 15th May.)

**PRINCE KUNG.**  
Prince Kung is declared to be dying. [Our Shanghai telegram declared he was dead yesterday.]

### REUTER'S MESSAGES.

#### THE UNITED STATES FINANCES.

LONDON, May 5th.  
The United States Treasury estimates that the war will increase the expenditure by \$59,000,000 for the next two months, thereby completely exhausting the currency in the treasury. On account of this Congress has been asked to immediately authorize an issue of bonds.

#### THE STATE OF MADRID.

Marital law has been proclaimed in Madrid.

#### THE PROPOSED INCREASE OF TONNAGE DUES BY THE UNITED STATES.

The Committee of the Senate has decided to suppress the proposed increased tonnage dues.

#### THE RECENT FIGHTING AT MANILA.

No details have been received of the Manila battle beyond the actual fact of the Spanish defeat.

### LOCAL AND GENERAL.

**THE BROUGH COMEDY COMPANY** are to give their farewell performance at Shanghai on Saturday next.

**CAPT. HASTINGS**, to-day gave a couple of months' hard labour for stealing a box of clothes valued at \$22, the property of a countryman. For stealing a number of cotton jackets another Chinaman was to-day sent to goal.

**THE HON. TREASURER** of the Alice Memorial and Netherloft Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Wassilani Assouli .....\$15

At the meeting of the shareholders of the Commercial Bank of Australia, one William Free, who was evidently smarting under his losses, suggested, in all seriousness, that the Chinese law, which enacts that in the event of a bank failing the directors should be beheaded, ought to be adopted in Victoria. "It would restore confidence in banks," he said. Possibly, and possibly not.

**THE final** in the Championship of the Hongkong Cricket Club Lawn Tennis Tournament will be played off on Saturday next at 4.15 p.m., the players being Messrs. Moberly and Pluckney. Mrs. Wils has kindly consented to distribute the prizes won in the Tournament at the close of the game. By kind permission of Col. Retallick and Officers, the Band of the Hongkong Regiment will play on the ground during the afternoon.

SOME of the curiosities of the Bank of England are well worth describing. In the printing room a man sits at a little table, and every three seconds a machine hands him two complete five-pound notes. If he sits there six hours he receives over seventy thousand pounds, and in three hundred days over twenty millions in paper money! It is a strange duty for a man to have to perform—to sit at a table to receive from a machine twenty millions a year!

The installation of the electric light at the Golden Temple, Amilkar, has been completed. The night light was lighted for the first time on the night of the 10th before a large concourse. Altogether sixteen lights have been put round the tank, and one large globe on the tower of Baba Aial. The Sikhs would not allow the interior of the temple to be lighted by electricity on the ground that it would be contrary to the doctrine expounded by the Gurus. The temple authorities have secured two large chandeliers for inside the temple in the hope of having them fitted up later on. The cost of the whole is \$60,000, and there are ample funds in reserve to defray the maintenance expenses.

**MESSRS. Wm. G. HALL & Co.'s** circular, dated Saigon, 26th April, says:—"Following, in a lesser degree, the course of the Hongkong grain market, our prices for rice have shown a weaker tendency since a few days, and we should not be surprised to see a further decline when the pressure of a large amount of ready tonnage is taken off this will not be quite yet however. Demand for Japan has slackened. For Europe, business is not practicable except for France, to a limited extent. Arrivals from the interior are 70,000 Piculs of Paddy daily. We quote for May and June delivery—No. 2 white sifted steam milled (round) \$3.50; No. 1 white sifted steam milled (round) \$3.50; No. 2 cargo steam milled (round) \$3.50; No. 1 cargo steam milled (round) \$3.50. First cost per picul of 134 lbs. gross English, without duty or any other charges, being equivalent of 6/6d.; 5/6d.; 5/6d.; 5/6d. per Cwt., net F.O.B. Invoice weight, in gunnies, including cost, duty, charges, commission and exchange, no insurance.

**THE remains** of the late Mr. L. S. Crawford were buried at Happy Valley yesterday afternoon with full military honours, his late comrades in the Volunteer Corps mustering strongly and a number of officers from the Garrison also attended. The body was brought to a steam launch to the pier at Bowring Canal and was placed on a gun carriage. The coffin was covered with the Union Jack, and on it were placed the helmet, belt and sword of deceased. Sergeant Crombie had charge of the firing party which headed the cortege and almost every man bore a wreath or cross of flowers. Major Sir John Carrington, Hon. Captain J. J. Francis, and all the officers attended, and among others at the grave were Messrs. G. A. Caldwell and Duncan Clark, brothers-in-law of deceased, the employees of Lane, Crawford & Co. and many friends. The Rev. G. J. Williams conducted the burial service which was of a most impressive nature. After the three volleys the last post was sounded and the proceedings came to a close. Very deep sympathy is felt for the parents of deceased, they having only lately left for Japan. Besides being an active member of the Palladium Society the deceased was a prominent member of the Cricket Club, and often took part in Club matches.

**THE Band** of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 3 p.m.:—

1. Overture "The Golden Rule"
2. Selection "Remembrance of Me"
3. Selection "The Golden Rule"
4. Selection "The Golden Rule"
5. Selection "The Golden Rule"
6. Selection "The Golden Rule"
7. Selection "The Golden Rule"
8. Selection "The Golden Rule"
9. Selection "The Golden Rule"
10. Selection "The Golden Rule"

**A CHINESE woman** to-day charged a sub-contractor with assault. It seems that the woman had been working for defendant and employed some ten or more coolies. A sum of \$32 was due to her and when she asked for a portion of it defendant blackened her eye. The evidence was of a most contradictory nature and there was a lot of cross-questioning. Capt. Hastings believed the complainant's story and fined defendant \$15 and he also fined two of his witnesses \$5 each for "telling lies."

**AT Singapore** on the 25th April a private of the West Yorkshire Regiment, named William Yates, of B. Company, was fatally wounded while acting as musketry marker at the butts. It appears that the deceased, who had been employed as a musketry marker for the last twelve months and who had seen five years' service, left the butts before "cease firing" was sounded. He was shot from the firing point, the bullet entering his right breast and coming out at the top of his shoulder. The accident occurred about six o'clock, and, half-an-hour later, the man had bled to death internally.—*Straits Times*.

**THE following advertisements** having been forwarded to us without the necessary checks enclosed therewith, our editorial mind has been moved to pity, and to assist the great unemployed we make them public:—

**WANTED**—A situation as *Governess* or *Secretary* by a *HIDALGO* of wide experience. Testimonials from various CROWNED HEADS. Understands the conducting of State Lotteries and well versed in the art of Capitulation.

**AN ADMIRAL of the FLEET**, until lately in the employ of a EUROPEAN POWER, offers his services in a like capacity. Thoroughly understands taking a fleet *Out of Action* and can be trusted to keep the fleet of ships well out of the enemy's way.

Address  
**SUBIG BAY.**

**A MUNICIPAL CORPORATION** at present out of employment will be pleased to attend ardent parties, fetes or popular demonstrations. Warlike and Patriotic Speeches a specialty.

**A large assortment of SPANISH FLAGS** for sale cheap, the owners having no further use for them. Also several barrels of PROCLAMATIONS.

**LOST** on the evening of Monday, the 2nd May, a town answering to the name of MADRID. Any POWER returning the same to MADRID will be rewarded if necessary.

**Found**, in the neighbourhood of the Philippines, a number of SOCIAL EXERCISES, anyone removing the same will be greatly obliged.

**LOST, STOLEN, or STRAYED, a FLEET** and a TELEGRAPH CABLE, news of or from either will be gratefully received by  
*The World*.

### THE "POWAN" & "KWANGLEE" COLLISION.

#### JUDGMENT IN THE SUPREME COURT.

His Lordship the Chief Justice, Sir J. W. Carrington, this afternoon delivered judgment in the Admiralty suit arising out of the collision between the steamers *Kwanglee* and *Powan* in the harbour on January 25th. Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Dennis) appeared for the *Kwanglee* owners, the C. M. S. N. Co. and Mr. H. E. Pollock (instructed by Messrs. Deacon and Hastings) appeared for the owners of the *Powan*.

His Lordship narrated the facts of the case and then reviewed the evidence very carefully. Special attention was made to the absence of a stern light on the *Kwanglee* and the question was discussed whether the same came under the Merchant Shipping Regulations or a locally made ordinance. Each vessel had alleged that the other was to blame and his Lordship minutely traversed the different statements, especially that of the *Kwanglee* officers as to being embarrassed by a police launch when entering the southern channel. The Assessor advised him, first, that having regard to the character of the night and when making the harbour, the *Powan* when approaching the entrance to the southern fairway, should have gone half speed. Assuming the launch was present and "matconving as stated, the *Powan* was in error in standing and porting her helm. If she had kept on a starboard helm she would have cleared and gone into the northern fairway. She should have given two blasts of her whistle when taking this course, she did not do so and it was strange that no warning note was given. When the ported helm was given it was surprising that the *Kwanglee* officers were not "huddled with remorseful guilt." He and the Assessor agreed that there was a want of decision and discipline in the officers and, in giving instructions and this contributed to the collision. The result of these findings was that the *Powan* was to blame for the collision and the general result was that both vessels were to blame in respect to the collision. Judgment would be entered for the plaintiffs to recover a moiety of damages and for the defendants on the counter claim judgment would be given to recover a moiety of damages, which would be assessed by the Registrar of Merchants. Each party would have to bear its own costs and each would have to pay half of the assessed costs.

### A ROW ON BOARD SHIP.

#### DISORDERLY GERMAN FIREMEN.

There appear to have been lively doings aboard the British steamer *Queen Adelaide* while at Kobe lately. To-day, at the Harbour Office, before the Hon. R. M. Ramsey, R.N., Capt. F. McNeil prosecuted three German firemen, named C. Rieck, O. Schubert, and A. Golz on charges of refusing duty, damaging ship's property and assault.

The Captain said that the men shipped at Rotterdam last year for two years. On a voyage from Rangoon to Kobe in March last the chief engineer ordered them to get some coals before the engine and again refused. Later on in the day the sailors were put up and one of the defendants carelessly let an ash shoot fall overboard. At Kobe one night the firemen and sailors came on board drunk and made disturbance. They rubbed their bridge while complainant was undressing. He saw one man lying on the deck and the others were simply mad drunk. They tried to burn in the saloon door and also to break the saloon windows with a piece of wood. They then sat at a table and a flower stand with six plants overboard. This conduct was kept up till after midnight. He identified the defendants as taking part in the row. Schubert was lying on the deck and witness went to see what was the matter with him. He then jumped up and struck witness. The defendants also unshipped a ventilator and threw it overboard. Golz was the ringleader, and refused duty besides losing the ash shoot. He led the row at Kobe and in throwing the furniture overboard. This was the first British port he had called at after leaving Kobe, and the ship sailed the day after the row. The Consul there told him to bring the case at the next British port.

Golz, in his defence, said it was not his duty to get up the ashes of the donkey boiler and he refused. He owned up to the row in Kobe. It was true he took part in throwing the property overboard and he abused the officers because they abused him, and he thought that was quite right.

Schubert at first asked for a German interpreter but afterwards told his tale in English. He contended that the donkey boiler was not his work, and that that was why he refused. As to striking the captain he was very drunk and knew nothing about it. He knew nothing about the ventilator either. There was a row in the foc'sle and he checked the boat's out. Then somebody hit him and he knew no more.

Rieck could not speak English and he was remanded for a few minutes in order to obtain an interpreter. He received a month's hard labour for refusing duty.

Schubert was ordered to forfeit £10 for not suffering fourteen days' hard labour for refusing duty and at the expiration of that term to do twelve weeks for assaulting the captain.

Golz was also ordered to forfeit £10, and go to prison for fourteen days for refusing duty. He also was sentenced to twelve weeks' hard labour for throwing the ship's property overboard.

### SEARCHING FOR AGUINALDO AT SINGAPORE.

#### A STRANGE STORY.

The following appeared in the *Singapore Free Press* of April 28th:—

A correspondent, who is well-known to us, handed us at this office in person to-day the following document, whose substance was taken down by him verbatim from the witness concerned. "Yesterday morning a Malay Sergeant of Police walked into the house of Dr. Marcelino Santos, Prince-street, No. 134, making an excuse as an enquiry if the tenant of the house had applied to the Police for a summons against a certain person. He then asked what the tenant was doing in Singapore, what was his name, and then said he had made a mistake. This morning the same sergeant came again, but as nobody was at home he left a card, and presently returned with an interpreter. He then asked if a rich man from Manila named Camillo Aguinaldo (a fictitious name) had arrived; to which they replied they knew no such man. He then asked if Aguinaldo was there, if he knew they were the agents and pimps for him. He said further that Aguinaldo had taken a quantity of medicine from a chemist's shop and had not paid for it (an audacious lie). He then asked if they knew an Englishman from Manila living in the Hotel de Europe, and frequently visiting a cigar merchant from Manila, also living in the Hotel. Answer "No." He asked again if they knew whether Aguinaldo had any relations with the said Englishman. One of the people living in the house, having left, his trunk was sent this morning to the steamer at Taiping. A detective followed the person in charge both going and returning.

Commenting on this the *Free Press* observed:—"There was a similar case in Hongkong not long ago, in which European police were set to systematically 'search' a British subject from Manila. The gentleman in question went straight up to Governor Sir William Robinson, who at once telephoned, in the gentleman's presence, down to Captain May, head of the police, demanding 'by whose authority such a thing was being done.' Captain May replied that he was quite unaware of the fact, but that stringent enquiry would be made. The result was that the 'last' was issued to the police, and the 'first' was about to be issued. That abuse was promptly knocked on the head, and these 'commented' will not soon forget the reprimand that were served out all round by the Governor of Hongkong."

### TROUBLE ON BOARD THE "MOGUL."

The *Mogul* hears that on Tuesday afternoon a petty quarrel caused between the mates of the British steamer *Mogul*, which left Yokohama on Wednesday, and the Japanese coolies on board that vessel. It appears that on April 11th, about half-past one, a Japanese coolie engaged in the loading of cargoes on board that vessel, being drunk, asked a Chinese steward to give him something to eat. The steward not being accused to the Chinese was about to be struck, when the first mate of the steamer appeared and tried to rebuke the coolie. Upon this all the Japanese coolies assembled in the stateroom. Just then one of the coolies named Hibben, was drinking water and the first mate, who passed by, called him some bad names. Another coolie, named Mitranashi-Kichiro, who was drunk, hearing this, invited the first mate and began to quarrel with him. The coolie tore the collar of the mate and kicked him in the lower part of the body, while the mate in return tore the coolie on the head with a knife. During the scuffle the third mate came in and got a light wound on his left eye. Notice was at once given to the Water Police, who appeared on the scene and got the coolies under control. The two coolies were arrested, and the matter is at present under investigation by the authorities.—*Yokohama Specimen*.



## THE PLAGUE.

We greatly regret to have to announce the death from plague of Sister Gertrude (Miss Emma Gertrude) which occurred at 8.30 a.m. today. Like Sister Frances, who died last Friday, she was one of the six original nurses who came out in 1897. She had a sweet, kindly disposition, and was liked by all who had the pleasure of her acquaintance. Her sad death will be mourned by a large circle of friends. She was 47 years of age. The funeral took place this afternoon and was largely attended.

We are also sorry to have to record the death from plague of a Japanese clerk of the Nippon Yusen Kaisha which took place at the Hospital yesterday.

To-day, with three Europeans in the best of health and strength have been carried off by this terrible plague-pneumonia. Two of the brave band of devoted "Sisters" and one bright, promising, popular young Hongkongite, Mr. Crawford.

Sister Gertrude and Sister Frances had both done considerable plague work in 1894 and subsequent years. Sister Gertrude last year acted as Matron at the Hospital in the absence of Miss Egan (now leave).

This pneumonic type of plague has not been known in Hongkong until this year. It is very virulent.

During the 24 hours up to noon, 4th May, 39 new cases and 25 deaths from plague were reported, making the total since 1st January (124 days) 793 cases and 690 deaths.

## THE FIGHTING BEREAFORDS.

Of the Unionist candidate for York it may be asserted that he is a chip of the old block. For not to mention two Primaries of Ireland and a statement of paramount weight in that country, the Berafords have been prominent in the Empire with a great soldier and a brilliant admiral, all eminent for their pluck, for the decision (indicated in their large thumbs), and for their generosity, and all staunch Tories.

John Beraford, First Commissioner of Revenue, was towards the end of the last century "the chief of the fighting Berafords." He possessed the implicit confidence of George III., and even the all-powerful Pitt was vain to pay great deference to his opinions as to how before the mighty influence of his powerful Parliamentary connections. Lord (William) the Viceroy, who came over in 1794 to emancipate the Roman Catholics, described him as "filling a situation greater than the Lord-Lieutenant himself," and as virtually King of Ireland. He found Beraford in his way and removed him from office, though he did not feel himself strong enough to take away his salary. Shortly before his enforced retirement in the next year, a letter to Lord Castlereagh, in which Pitt's name was mentioned, was sent to the late Pitt's secretary, Lord Castlereagh, and a hostile meeting between them occurred and was only prevented from proceeding by the timely appearance of a magistrate in Fiddling's Field. Beraford was speedily restored to his office, and lived to flog the rebels of '98 and to promote the Union, which measure, it is curious to relate, was violently opposed by his son, John Claudius, the banker.

As the opening of Sackville-street and other great thoroughfares, he may also be entitled to the name of a public benefactor. His son, John Beraford, died Prime Minister of Ireland eight years later. He had succeeded in that office his relative, Lord John De la Poer Beraford, the restorer of Armagh Cathedral and founder of St. Columba, the Fifth Edition. The elder Prime Minister gave further proof of his munificence by spending two thousand pounds a year on the augmentation of living (a hundred and twenty of which were in his gift) and the character of his Protestantism may be gauged by the fact that both the Roman Catholic Prime Minister and the Moderator of the Presbyterian Synod attended his funeral in 1862 long before the union of hearts was dreamed of. Archbishop Marquis, though of mild temper, was every inch a Beraford. It appears that one day, when he was angling, he was reproached for his sporting propensities by a censorious Dissenter, who asked whether he had ever heard of the Apostles going out shooting. "I cannot tell," was the reply, "but I am quite sure that these were fishermen." Yet another Beraford, William, Lord Deira, who was an archbishopal minister, held the See of Tuam, and was known as "the Beauty of Holiness."

Turning back a little the leaves of the family history we come upon the names of the two sons of the first Marquis of Waterford, who are the chief secular heroes of the race. Of these, the sailor, Admiral Sir John Pope Beraford, may be considered the perfect prototype of Lord Charles. Both names are associated with daring, generally public spirit, and somewhat family pride. Sir John, who was a naval officer, was the brother of the future Marshal at Catterick and York. On his return from his first voyage, he went to visit his brother at York. The two Berafords ascended the square tower of the minster, and the young sailor displayed his agility by leaping about among the battlements, while the landman stood on the ledge biding his face in his hands in an agony of terror. There was a truly fraternal affection, and years afterwards, when the General Beraford lost his life fighting for the King, the heroism of his uncle John Claudius's bank, the generous sailor placed in his brother's credit the £10,000 worth of prize-money which he had saved, and wrote to him that this sum represented the remnant of the lost property. In 1791, when young Jack Beraford was with the *Lapwing* off the Biscayan coast, he was sent inland eighty miles to Nice in order to look after the safety of the British inhabitants since the revolutionary turmoil. He made the journey in the disguise of a peasant, and obtained a safe-conduct for his return from the French General Elton. Three years later, when he was in North American waters, in command of the ship *Lyons*, he beat off three French ships which had attacked the convoy he was taking from the Chesapeake to Halifax. In 1795, when serving on the *Hunter*, under command of his friend Capt. Cochrane in the *Thetis*, a successful action was fought off the Chesapeake against five French ships, of which two were captured by Beraford, though one managed to escape.

He was conveying from Boston to Halifax a large sum of specie, when he was attacked by the *La Rous*, which carried sixty guns. So great was the disparity in size between the two ships that the main-yard of the Frenchman locked with the top-pollant of the English vessel. Beraford, his ship, *La Rous*, was her opponent. Soon afterwards she took a quantity of fire guns, and took smaller vessels than she had before. In 1798 Beraford was senior officer of frigates at the capture of San Juan, and with the *Delia*, headed the storming party. In the following year, serving under Duckworth, he took possession of the Danish and Swedish West India Islands, with whose inhabitants he made himself highly popular. At the peace of Amiens he returned to England, and joined the *Diana*. After the commencement of the war he was six months at sea in rough weather on the West Africa station, when the French fleet, which was endeavouring to join the

Boulogne flotilla. He drew up the plan for burning the French ships in the Barque roads, which Gambier and Cochrane carried out, and was eight months at sea blockading Ferrol. He was in none of the great naval actions of the war, but earned in himself the reputation of being the senior captain of a frigate in the service. He was rewarded with a baronetcy and the Bath. In March, 1814, he took Louis XVIII. back to France in the *Royal Sovereign*, and in the year conveyed the Prince Regent of Portugal from Brazil back to his own country. Concerning the former voyage there is a Beraford story told. It seems that the good people of Calais wished to preserve a memento of their loyalty by taking an impression of the footprint of their newly-recovered sovereign. But Louis, when he arrived, was suffering from gout and had both his feet swathed in flannel. Whereupon Beraford came forward and volunteered his foot for the benefit of the unsuspecting loyalists. His active services were seen in the war with the United States. He sat in Parliament as a Tory for many years, and was for some time a Lord of the Admiralty. After his return for Coleraine in 1834 he was drawn through the streets in a boat on wheels. Unlike most sailors, he was a good horseman, and loved to ride surrounded by his children on their ponies. One day when hunting with the Bedale Hounds in company with a certain Whig nobleman, the two came into collision at a fence. Arrived on the other side, Beraford, who was mounted on a hard-riding horse began to apologise, but finding his excuses were not taken to good part, blurted out: "It will teach you to saddle under the admiral's stern another time." The speech exasperated the other horseman, and serious consequences were only averted by the good offices of Lady Augusta Milbank, their common hostess at Thorp Perrow.

THE MARSHAL. Marshal Viscount Beraford, like his future chief, obtained his military education in France. He served as officer of Maitland at Toulon in 1793, and gained his brevet majority at the storming of Maitland, in Corsica, in the next year. In 1795 he received the command of the Connaught Rangers, with whom he went to Jersey and India. In command of a brigade under Baird, he led the march across the Egyptian desert in 1801; and, with the same command, assisted in taking the Cape from the Dutch five years later. In 1807 he surprised Buenos Ayres, but when the fleet left and to surrender after three days' hard fighting. He made his escape in a few months to England, and before going to Portugal learned the language as governor of Madeira. In the Peninsula he won his laurels first with Sir John Moore at Corunna, and afterwards as chief of the Portuguese army with Wellington. He was no tactician, but was characterised by the Iron Duke as "the ablest man I have yet seen with the army, and the one having the largest views." With his Portuguese he was in all the great fights of the Peninsula, and missed Waterloo. To Wellington, Beraford's title to distinction was that "he could lead an army."

SEIZURE OF FORGED BANK NOTES. CLAVAR REPRODUCTIONS OF THE ISSUE OF A HONGKONG BANK.

Referring to the extensive seizure at Singapore of forged bank notes, the *Singapore Free Press* of April 28th says:—

The existence of a continental "long" firm which appears to have been doing a very extensive business in forged Hongkong and Shanghai bank notes was brought to light yesterday, two arrests being made on board the steamer *Freemantle* on a charge of being found in possession of counterfeit notes. One of the passengers named Henri Gross, who it is said made himself particularly pleasant to all the ladies on the way out, and was always ready to offer unlimited quantities of champagne, yesterday offered a money changer on board a large sum in notes in exchange for cash. The money changer was unable to undertake so big an operation, and it was arranged that Gross should go to a money changer's place in King-street. This he did later in the day and offered 26 notes of \$50 each and 50 notes of \$25 each, a total of \$2,500, with a request for change. After some haggling the price was agreed upon, and the King bank note was given to Gross. Shortly afterwards he became somewhat wild and doctored to the gentlemen of the notes and took some of them to the Hongkong and Shanghai Bank, who declared them to be forgeries. Gross was sent for, and detained until Inspector Borne arrived. The only account he gave as to how the notes came into his possession was that he had bought them of a money changer in Colombo. Permission was then obtained from the Consul to search the ship, and it was there found that Gross had travelled from Germany in company with a man named Schulz, and that they had stayed three weeks in Colombo. Schulz and Gross, sharing the same cabin. Search was made of all the baggage belonging to Gross, but nothing was found, until Inspector Borne asked for a small trunk with a patent spring lock to be opened. Gross immediately protested, stoutly denying that it belonged to him, and challenged the right of the detectives to interfere with it, as it belonged to his cabin mate Schulz. The latter was immediately sent for, and on being asked the box at once denied all knowledge of it. Gross was accordingly asked to produce his keys, and eventually the box was opened, when it was seen to contain assorted bundles of notes laid flat in the box. Gross was taken to the police station, and a search was made, and in addition to the bogus notes two stamping machines for numbering notes consecutively and other counterfeiting implements were discovered, together with a large sum in gold and Bank of England notes. All the supposed Hongkong and Shanghai notes are clever reproductions of the issue of the Hongkong branch, every detail down to the signatures, being reproduced; and it is curious to speculate what might have happened had the guilty counterfeiters been detected at Swatow or Woonkee, where the same notes would have found a ready currency. In all the total face value of the notes discovered must reach about \$25,000, the value given by the prisoner Gross. As already stated prisoners are believed to have spent three weeks in Colombo, where they purchased large quantities of jewellery, lace, etc., and in this connection it may be noted that an anonymous letter is in circulation in Peking for having counterfeited notes in his possession, which it is supposed, he may have come by honestly, though which led to his arrest when he tried to exchange them. It is further stated that a number of the notes in question were in circulation on board the steamer *Freemantle*, and yesterday one of the passengers, apparently unwittingly, effected some small purchases at Messrs. Kain Bros. with a note which the Bank has since confiscated. The money which was also removed, and a further sum of notes, amounting to all to over \$5,000, had been discovered by the police at the head of the cable accepted by

Grosse and Schulz, but as a careful search was made of the room yesterday this may point to the fact that there are still peep-o-on boards belonging to the gang who were anxious to get rid of their notes.

The accused were brought before the Magistrate on the 28th ult. and were remanded till the 5th inst.

## NOTANDA.

## CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1895.

Barometer ..... 29.567

Thermometer ..... 76.3

Humidity ..... 84.0

Rainfall ..... 15.0

TO-DAY.

Barometer ..... 29.55

Thermometer ..... 76.3

Humidity ..... 80

Rainfall ..... 76

TO-DAY.

Thursday, 5th May, 1898.

Chinese—15th of 4th moon of 24th year of Kwong-shi.

Fête of Li Sien; Taoist Patriarch, worshipped by barbers.

Jewish—19th Year, 5658.

Mohammedan—19th Dhu'l-Hijja, 1315.

Sun—Rises ..... 5hr. 35min.

Sets ..... 5hr. 35min.

High water—Morning ..... 7hr. 55min.

Afternoon ..... 7hr. 55min.

Low water—Morning ..... 5hr. 55min.

Afternoon ..... 5hr. 55min.

ANNIVERSARIES.

1831—Napoleon Bonaparte died.

1865—Empress Eugenie born.

1842—British troops evacuated Nippon.

1861—Borisale laid at Swatow.

1871—The *Dolores Ugarte*, coal ship, burnt near Macao.

1897—Anglo-American Arbitration Treaty finally rejected by the U.S. Senate.

TO-MORROW.

Friday, 6th May, 1898.

(St. John.)

Chinese—16th of 4th moon of 24th year of Kwong-shi.

Jewish—14th Year, 5658.

Mohammedan—19th Dhu'l-Hijja, 1315.

Sun—Rises ..... 5hr. 35min.

Sets ..... 5hr. 35min.

High water—Morning ..... 7hr. 55min.

Afternoon ..... 7hr. 55min.

Low water—Morning ..... 5hr. 55min.

Afternoon ..... 5hr. 55min.

ANNIVERSARIES.

1874—Attack on Mr. Wood at the British Legation, Tokio.

1882—Picnic for Park murders.

1892—Fishing-Fishermen collision in the Yangtze.

1897—Parsella captured by the Turks.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Yarrow*) 6th inst.

American (*Florida*) 10th inst.

Canadian (*Empress of Japan*) 11th inst.

Indian (*Sutlej*) 11th inst.

Australian (*Africa*) 13th inst.

Tacoma (*Olympia*) 14th inst.

American (*City of Rio de Janeiro*) 28th inst.

THE N. P. S. S. Co.'s steamer *Bratman* sailed from Portland for Japan and Hongkong on the 3rd inst.

THE N. P. S. S. Co.'s steamer *Olympia* arrived at Yokohama from Tacoma, and sails for Kobe and Hongkong to-morrow, the 6th inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Sutlej*, from Calcutta and Straits, left Singapore for this port at 11 a.m. to-day, the 5th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Kobe at 6 a.m. yesterday, the 4th, and left again at noon for Yokohama, where she is expected to arrive at 11 a.m. to-day, the 5th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Holstein* ..... at Kowloon Dock

*Isadora* ..... " "

*Sidon* ..... " "

*Atchou* ..... " "

*Mathilda* ..... " "

*Victoria* ..... " "

*Coptic* ..... " "

*Singapore* ..... " "

SWATOW.

Arrivals. from Agents.

May 3 *Yikang* ..... Chefoo ..J. M. & Co.

3 *Chiffo* ..... " ..B. & S.

4 *Thales* ..... " ..J. M. & Co.

Departures. for Agents.

May 3 *Reichow* ..... Takow ..B. & S.

3 *Cheangchen* ..... Straits ..L. Y. & Co.

4 *Chiffo* ..... Taiwan ..B. & S.

4 *Tachow* ..... Dell .....L. & H.

4 *Kwongkong* ..... Shegal ..J. M. & Co.

4 *Thales* ..... Hongkong ..J. M. & Co.

IN PORT—Yikang.

PASSED THE CANAL.

OUTWARD—*Winnington Hall*, 15th March—*Bullmouth*, 18th; *Neddy Nyana*, 20th; *Tortolado*, 21st; *Chingoo*, 22nd; *Tanah*, 23rd; *Banawara*, 24th; *Flakshir*, 25th; *Morosa*, 26th; *Nida*, 27th; *Myrtil*, 28th; *Marquis Baquaham*, 29th; *Myrtil*, 30th; *Glenah*, 31st; *Kremhild*, 1st April; *Arman*, 2nd; *Kilburn*, 3rd; *Unadamed*, 4th; *Java*, 5th; *Nestor*, 6th; *Yarra*, 7th; *Camille*, 8th; *Falldown Hall*, 9th; *Briscon*, 10th; *Agammon*, 11th; *Katow*, 12th; *Yarra*, 13th; *Cyprus*, 14th; *Maria Valer*, 15th; *Oak Branch*, 16th; *Sydney*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st May; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st June; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st July; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st August; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st September; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st October; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st November; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st December; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st; *Yarra*, 22nd; *Yarra*, 23rd; *Yarra*, 24th; *Yarra*, 25th; *Yarra*, 26th; *Yarra*, 27th; *Yarra*, 28th; *Yarra*, 29th; *Yarra*, 30th; *Yarra*, 31st; *Yarra*, 1st January; *Yarra*, 2nd; *Yarra*, 3rd; *Yarra*, 4th; *Yarra*, 5th; *Yarra*, 6th; *Yarra*, 7th; *Yarra*, 8th; *Yarra*, 9th; *Yarra*, 10th; *Yarra*, 11th; *Yarra*, 12th; *Yarra*, 13th; *Yarra*, 14th; *Yarra*, 15th; *Yarra*, 16th; *Yarra*, 17th; *Yarra*, 18th; *Yarra*, 19th; *Yarra*, 20th; *Yarra*, 21st



199, Hill, in the City of Victoria, Hongkong.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU.....	YOKOHAMA (DIRECT).....	TUESDAY, 10th May, at 4 P.M.
IZUMI MARU.....	Kobe and YOKOHAMA.....	THURSDAY, 12th May, at 4 P.M.
SAKAMI MARU.....	VLADIVOSTOK, via SHANGHAI, CHUNG, CHENULPO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 29th April, 1898

A. S. MIHARA,  
Manager.

## Shipping.

## STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APGAR,"  
Captain J. G. Olden, will be despatched for the above Ports on SATURDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, 2nd May, 1898. [590]

## HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"  
Captain Schiller, will be despatched for the above Ports on or about the 7th May.

For Freight, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 2nd April, 1898. [576]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched for the above Ports on TUESDAY, the 10th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c, throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the "HINA NAVIGATION COMPANY" and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd May, 1898. [593]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on THURSDAY, the 12th May.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 28th April, 1898. [578]

## EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND BREITENBURG.

THE Company's Steamship

"S. S.,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to  
ARNOLD, KARBURG & Co.,  
Agents.

Hongkong, 26th April, 1898. [541]

## FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about the 25th May, 1898.

To be followed by  
S.S. "ST. NINIAN" on or about 15th June, 1898.

S.S. "CHARTER" on or about 30th June, 1898.

For Freight &c, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 20th April, 1898. [485]

## FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the 25th instant.

S.S. "AFRIDI" ..... about 20th June, 1898.  
S.S. "FATHAN" ..... 15th July, 1898.  
S.S. "MACDUFF" ..... 31st July, 1898.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 4th May, 1898. [353]

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 7th March, 1898. [312]

## FOR SAN FRANCISCO.

THE 100 A I British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th March, 1898. [414]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1897. [11]

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 J. Truebridge ... May 10

Olympia 2,608 T. H. Dobson ... May 21

Arizona 3,164 J. Panten, R.N.R. June 14

Tacoma 3,549 A. Dixon ... July 2

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Drummar 3,601 E. Porter ... June 4

Mogul 3,554 W. H. Wright ... June 18

Columbia 3,605 A. Gow ... July 9

Drummar 3,601 E. Porter ... Aug. 13

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDSSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, etc.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 22nd April, 1898. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for LATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tuland, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c, on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

For London, &c, will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Supt.

Hongkong, 2nd May, 1898. [5]

## NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia ..... Wednesday 15th May.

Sachsen ..... Wednesday 22nd June.

Bayern ..... Wednesday 20th July.

Prinz Heinrich ..... Wednesday 17th Aug.

Darmstadt ..... Wednesday 14th Sept.

Prussia ..... Wednesday 12th Oct.

Sachsen ..... Wednesday 19th Nov.

Bayern ..... Wednesday 17th Dec.

Prinz Heinrich ..... Wednesday 14th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship

"PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

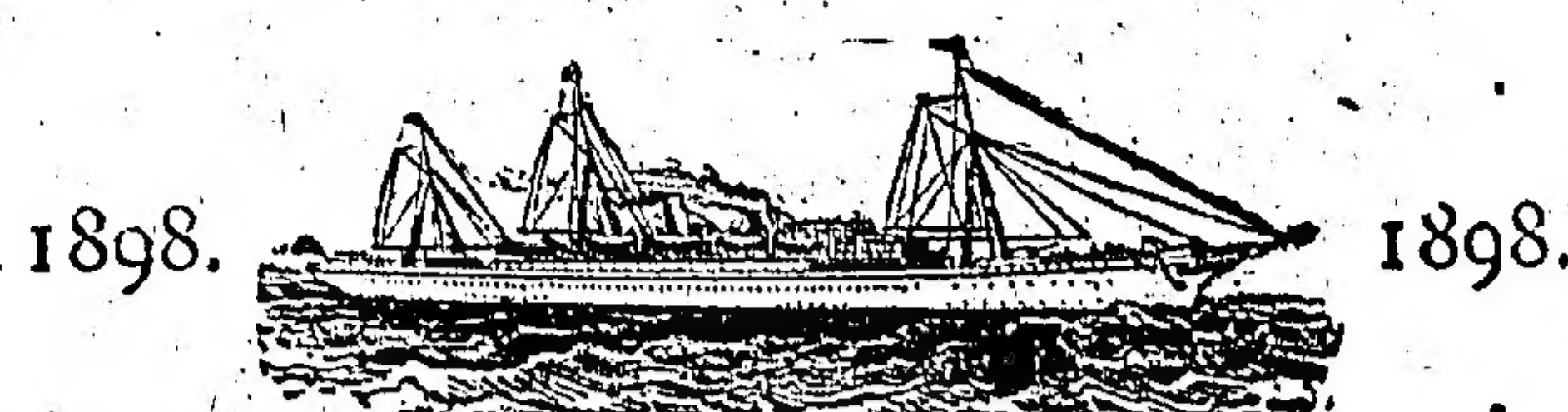
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 27th April, 1898. [571]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.

EMPEROR OF CHINA...Comdr. H. Fybas, R.N.R....WEDNESDAY, 8th June, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Militaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 28th April, 1898. [3]

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 19th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 7th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 25th June, at Noon.

THE U. S. Mail Steamship

"PERU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 19th May, at Noon, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Militaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 16th April, 1898. [2]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMAN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINLE'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [19]

## NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT OF CANTON, which includes SHANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate, setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need. There is no fee or charge for registration.

EDWARD BELLOE, U.S. Consul.

United States Consulate, CANTON, China, 1st February, 1898. [20]

Printed and Published by ETHELBERG FORBES SKERTCHLEY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

## Dr. KNORR'S ANTIPYRINE

"LION BRAND,"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA,  
BEWARE OF SPURIOUS IMITATIONS!

TO THE DRUGGIST

A RICH LADY cured of her distress and asked in the Read by Dr. Nicholson's Artificial Ear Drums sent 2,000 to his Institute so that Dead Persons may have not the means to procure the Ear Drums may have them free (see Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.)

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND JEWELRY MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.